



## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### M E M O R A N D U M

**TO:** **Policy Committee Members**

Samuel Alai, Mayor City of Broadview Heights  
Annette M. Blackwell, Mayor, City of Maple Heights  
Pamela Bobst, Mayor, City of Rocky River  
Jeff Brandon, Trustee, Montville Township  
Armond Budish, County Executive, Cuyahoga County  
Ben Capelle, General Manager, Laketran  
Freddy L. Collier, Director, Cleveland City Planning Commission  
Andrew Conrad, County Engineer, Medina County  
William Friedman, President and CEO, Cleveland – Cuyahoga County Port Authority  
John R. Hamercheck, Commissioner, Lake County  
Susan Infeld, Interim Director & Manager, Special Initiatives, Cuyahoga County Planning Commission  
Lori Kokoski, Commissioner, Lorain County  
Timothy Lennon, Commissioner, Geauga County  
Matt Lundy, Commissioner, Lorain County  
Valarie McCall, Chief, Communications, Government and International Affairs, City of Cleveland  
John Picuri, Deputy Director, ODOT District 12  
Joseph F. Koziura, Mayor, City of Lorain  
David H. Roche, Mayor, City of Richmond Heights  
Matt Spronz, Director, Office of Capital Projects, City of Cleveland  
Robert Stefanik, Mayor, City of North Royalton  
Michael P. Summers, Mayor, City of Lakewood  
Matt Zone, Councilman, Ward 15, City of Cleveland

**FROM:** Commissioner Timothy Lennon, Chair

**DATE:** October 4, 2019

**RE:** **Policy Committee**  
**Friday, October 11, 2019 from 10:00 a.m. to 11:30 a.m.**

**NOACA Offices**  
**1299 Superior Avenue, Cleveland, Ohio**

I look forward to seeing you on ***Friday, October 11<sup>th</sup> at 10:00 a.m. at the NOACA offices.***





**October 11, 2019, 10:00 a.m. – 11:30 a.m.  
NOACA Offices  
1299 Superior Avenue, Cleveland, Ohio 44114**

**POLICY COMMITTEE AGENDA**

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Next Regular Meeting: ***Friday, January 17, 2020 at 10:00 a.m.  
NOACA Offices, 1299 Superior Avenue in Cleveland***



## **Agenda Item No. 1**

### **MINUTES**





## NOACA Policy Committee Meeting

July 12, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

**Present:** Please see the attached attendance record.

Mayor Annette Blackwell convened the Policy Committee meeting at 10:02 a.m.

### Meeting Minutes

A motion was made by Chief Valarie McCall to approve the minutes of the Policy Committee meeting held on April 12, 2019. The motion was seconded by Commissioner Jim Dvorak. The motion passed by voice vote.

### Public Comments

No public comments were made at this meeting.

### Executive Director's Report

Ms. Grace Gallucci reported on the following:

- The U.S. House approved \$5 million for future Hyperloop planning oversight. The R.K. Mellon Foundation provided NOACA with a grant in the amount of \$100,000 that will be used for research and outreach to add Pittsburgh to the Great Lakes Hyperloop route.
- NOACA submitted an INFRA Grant application for the Irishtown Bend project. NOACA is requesting \$15.7 million to stabilize Irishtown Bend. The application has been placed on Transportation Secretary Elaine Chao's desk. NOACA is looking for continued support from the Northeast Ohio legislators. NOACA may submit a BUILD grant application for this project, as well.
- Upcoming events:
  - "Weighing in on the Future of Freight" - Ohio Conference on Freight at the Westin Cleveland Downtown on August 7-9, 2019
  - "NE Ohio: On the Forefront of Transportation Innovation" - NOACA Annual Meeting at the Global Center for Health Innovation on September 13, 2019

### Presentation / Discussion Items

#### Complete and Green Streets Policy

Ms. Sarli provided background on complete and green streets and reviewed the following:

- Anatomy of a complete street
- Anatomy of a green street
- National land cover data that includes impervious surface in NOACA's five-county region
- Local examples of complete and green streets policies
- Benefits of complete and green streets
- Reason for having a stand alone complete and green streets policy
- Goals of the draft Complete and Green Streets Policy
- Requirements and exceptions

Ms. Sarli stated that complete and green streets are not a design prescription and not a mandate for immediate retrofit. All projects requesting inclusion to the long-range transportation plan (LRTP) and/or the Transportation Improvement Program (TIP) will be reviewed against this policy for opportunities to expand complete and green streets in the NOACA region. All projects requesting NOACA administered funds shall be required to adhere to this policy and are, therefore, eligible for NOACA funding participation to implement complete and green street recommendations.

Ms. Sarli stated that input from the Committee will be used to further develop the NOACA Complete and Green Streets Policy. She noted that the policy will be brought back to the Committee at its meeting in October 2019.

Councilman Matt Zone thanked NOACA for creating the policy and encouraging communities to implement initiatives. He mentioned that the biggest challenge with complete and green streets is the maintenance aspect. He suggested that NOACA work with the Northeast Ohio Regional Sewer District (NEORSD) on a comprehensive region wide plan to effectively deal with bioswales and retention areas.

Ms. Gallucci commented that Councilman Zone's suggestion was a great idea since NEORSD has worked with NOACA on a number of initiatives. She noted that staff will think about working with NEORSD on a larger level.

Mr. Rick Switalski asked if the policy will be a consideration when putting future projects on the TIP. Ms. Gallucci said yes. She noted that the policy is the protocol, but it will not work in every situation. NOACA supports the policy and would fund incremental costs when possible.

Mr. Switalski asked if funds would come from STBG or from some other source. Ms. Gallucci stated that funding could come from any funding source.

Engineer Andrew Conrad expressed some concern about the following language in the policy. He said the following sentence seems awkward or misplaced:

"The project may not warrant consideration if one or more of the following conditions are met."

Ms. Sarli said she would reword the sentence.

Mayor Greg Zilka commented on the importance of maintaining the complete and green streets.

Ms. Gallucci mentioned there was some discussion in the past about NOACA having an agreement with communities that receive funding requiring them to maintain the streets at a certain level. She said staff will present policy language to the Committee at its next meeting.

Councilman Zone stated that the purpose of complete and green streets is to save lives, make streets safer and provide people with greater mobility throughout the communities.

Chief McCall stated that some thought should be given to the type of plants used for complete and green streets.

Mayor Bobst mentioned there has not been a lot of training provided to city workers to maintain plants. She suggested that other funding sources be considered to cover the cost of training and maintaining complete and green streets.

Mr. Dale Vandersommen asked that the line of sight be considered when selecting plants for complete and green streets.

### **NOACA's Water Quality Management Plan (208 Plan) Policy to Consider Development Impact of Proposed Wastewater Facility Planning Area (FPA) Modifications**

Mr. Eric Akin recapped the Committee's discussion in April on the Urban Sprawl FPA Policy and provided an overview of the following:

- FPA boundary and prescription modifications
- Current FPA modification policies
- Criteria considered under current policies
- Impacts not explicitly considered under current policies
- Focus group relevant FPA policy recommendations in the new 208 Plan

Mr. Akin mentioned that one of the questions on the Wastewater Decision Makers Questionnaire asked if NOACA should examine if a proposed FPA modification would further increase urban sprawl and the responses were as follows:

<ul style="list-style-type: none"><li>• Strongly agree – 17%</li><li>• Somewhat agree – 21%</li><li>• Neutral – 45%</li></ul>	<ul style="list-style-type: none"><li>• Somewhat disagree – 8%</li><li>• Strongly disagree – 9%</li></ul>
-------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------

Mr. Akin mentioned that the Water Quality Subcommittee discussed the Urban Sprawl FPA Policy at its meeting in June 2019. He noted that the following are takeaways from that meeting:

- Region has excess wastewater capacity
- Reduce “infrastructure sprawl”
- Short-term versus long-term costs
- Policy requires approval by Ohio EPA & USEPA
- Policy must be defensible
- Investigate an asset management component to a proposed policy

Mr. Akin reviewed a list of potential questions to guide staff's review. He noted that NOACA will continue to review the Urban Sprawl FPA Policy issue; and develop potential criteria and structure for the policy.

### **Transportation for Livable Communities Initiative (TLCI) Program Update**

Mr. Randy Lane provided background on the TLCI program. He mentioned that a special meeting was held in February to address concerns the Community Advisory Council (CAC) had about the program.

Mr. Lane stated that NOACA staff further presented the TLCI application process and the City of Cleveland Planning Commission presented its process to partner with stakeholders and non-eligible entities. At the February meeting, CAC members offered to provide a role in communicating the TLCI program and improving coordination with local stakeholders.

Mr. Lane reviewed the TLCI Program Policy and noted that it does not adequately address concerns raised by CAC'. Ms. Gallucci mentioned that CAC highlighted some things that NOACA has experienced, such as assurance that a project is supported by its community and the grant will be accepted before funding is awarded.

Chief McCall commented on the importance of getting input from residents in the communities.

Mr. Lane mentioned that there are opportunities to improve the TLCI process based on the following suggestions made by CAC members:

- Require a public meeting/hearing for the proposed project prior to application
- Require coordination with interested and/or impacted community and business groups prior to application
- Develop application guidance specific to external partners, including community and business groups
- Disseminate program announcements through advisory councils and stakeholders to better target special groups

Mr. Lane stated that potential revisions to the TLCI Program Policy will be brought back to the Committee, as necessary.

Councilman Zone stated that the TLCI program provides an opportunity to dispel a lot of myths. He noted that when people do not know or understand transportation networks, the TLCI process will help them realize the decisions being made on their behalf. Councilman Zone talked about a TLCI project on Franklin Boulevard.

Mayor Sam Alai asked if the applicant or NOACA would hold the public meeting. Mr. Lane stated that the exact approach has not been determined, but noted that NOACA staff would be willing to provide assistance to the communities.

Mayor Bobst stated that stakeholder meetings are part of the application process when applying for STBG funds. She mentioned there is a lot of meaningful work being done in the communities that engages stakeholders. She said it was important to recognize other processes when evaluating the TLCI program.

### **Old Business**

No old business was discussed at this meeting.

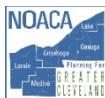
**New Business**

No new business was discussed at this meeting.

**Adjourn**

Mayor Blackwell stated that the next Policy Committee meeting will be held at the NOACA offices on October 11, 2019 at 10:00 a.m. There being no further business, the meeting was adjourned at 10:53 a.m.





## 2019 Attendance Record Policy Committee

MEETING DATES	1/18/19	4/12/19	7/12/19	10/11/19
<b>CUYAHOGA</b>				
Samuel Alai, Mayor, Broadview Heights (David Schroedel, Alternate)	X	X	X	
Annette Blackwell, Mayor, City of Maple Heights (Toni Jones, Alternate)	X	X	X	
Pamela Bobst, Mayor, City of Rocky River (Paul Koomar, Alternate)	X	A	X	
Armond Budish, Cuyahoga County Executive (Mike Foley, Alternate)	A	A		
Glenn Coyne, FAICP, Executive Director Cuyahoga County Planning Commission (James Sonnhalter, Alternate)	X			
William Friedman, President & CEO Cleveland-Cuyahoga County Port Authority (Linda Sternheimer, Alternate)	A		A	
Susaninfeld, Interim Director & Manager, Special Initiatives, Cuyahoga County Planning Commission (James Sonnhalter, Alternate)		X		
David H. Roche, Mayor, Richmond Heights (Lee Courtney, Alternate)		X		
Robert Stefanik, Mayor, North Royalton (Thomas Jordan, Alternate)	A	A		
Michael P. Summers, Mayor, Lakewood (Joseph J. Beno, Alternate)	X	A	A	
<b>CITY OF CLEVELAND</b>				
Freddy Collier, Director, Cleve City Plan Comm (Anthony Santora, Alternate)	X	X		
Valarie McCall, Chief of Communications, Govt. International Affairs, City of Cleveland (Frank Jackson, Alternate)	X	X	X	
Matt Spronz, Director, Office of Capital Projects, City of Cleveland (Robert Switalski, Alternate)	A	A	A	
Matt Zone, Councilman, Cleveland (Anthony Brancatelli, Alternate)	X	X	X	
<b>GEauga COUNTY</b>				
Timothy Lennon, Commissioner (Shane Hajjar, Alternate)	X	X		
<b>Lake COUNTY</b>				
Ben Capelle, General Manager, Laketran (Andrea Aaby, Alternate)	X	X		
John R. Hamercheck – Lake City Commissioner (Daniel J. Gerson, Alternate)	X	X	X	
<b>Lorain COUNTY</b>				
Lori Kokoski, Commissioner, Lorain County (James Cordes, Alternate)	A	A	A	
Matt Lundy – Lorain County Commissioner (Greg Zilka, Alternate)	X	X	A	
Chase Ritenauer (Dale Vandersommen, Alternate)	A	A	A	
<b>MEDINA COUNTY</b>				
Jeff Brandon, Trustee, Montville Township (Adam Friedrich, Alternate)	X	X	X	
Andrew Conrad, P.E., P.S., County Engineer (Dave Szabo, Alternate)	X	X	X	
<b>OHIO DEPARTMENT OF TRANSPORTATION (ODOT)</b>				

X - Member present

A - Alternate present

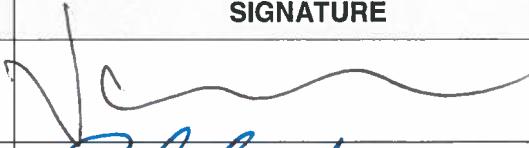
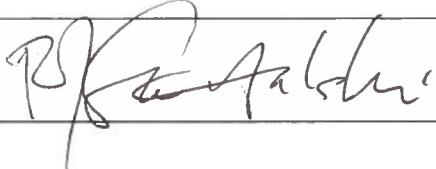
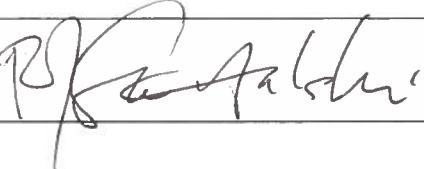
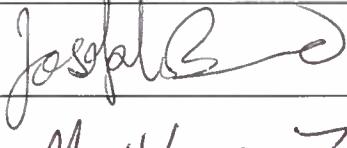
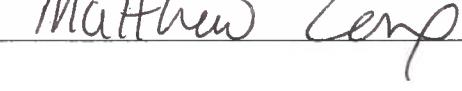
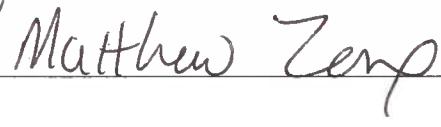
Myron Pakush, Deputy Director, ODOT Dist. 12 (Bob Weaver, Alternate)	X	A		
John Picuri – ODOT Deputy Director, District 12 (Bob Weaver, Alternate)			A	
<b>Total Members Present</b>	<b>21</b>	<b>21</b>		



**Policy Committee Meeting**  
**July 12, 2019, 10:00 a.m. – 11:30 a.m.**

**Member Sign-in Sheet**

MEMBER	SIGNATURE
Samuel Alai – Mayor, Broadview Heights (David Schroedel, Alternate)	
Annette Blackwell, Mayor, Maple Heights (Toni Jones, Alternate)	
Pamela Bobst, Mayor, City of Rocky River (Paul Koomar, Alternate)	
Jeff Brandon – Montville Township Trustee (Adam Friedrick, Alternate)	
Armond Budish, Cuyahoga County Executive (Monica Busam, Alternate)	
Ben Capelle – General Manager, Laketran (Andrea Aaby, Alternate)	
Freddy L. Collier, Jr. – Director, Cleveland City Planning Commission (Anthony Santora, Alternate)	
Andrew Conrad – Medina County Engineer (David Szabo, Alternate)	
William D. Friedman – President and CEO, Cleveland-Cuyahoga County Port Authority (Linda Sternheimer, Alternate)	
John R. Hamercheck – Lake County Commissioner (Daniel J. Gerson, Alternate)	
Susan Infeld, Interim Director & Manager, Special Initiatives, Cuyahoga County Planning Commission (James Sonnhalter, Alternate)	
Lori Kokoski – Lorain County Commissioner (James Cordes, Alternate)	
Joseph F. Koziura – Mayor, City of Lorain (Dale Vandersommen, Alternate)	
Timothy Lennon – Geauga County Commissioner (Shane Hajjar, Alternate)	
Matt Lundy – Lorain County Commissioner (Greg Zilka, Alternate)	

MEMBER	SIGNATURE
Valarie J. McCall – Chief of Communications, Government and Int'l. Affairs, City of Cleveland <a href="#">(Frank Jackson, Alternate)</a>	
John Picuri – ODOT Deputy Director, District 12 <a href="#">(Bob Weaver, Alternate)</a>	
David H. Roche, Mayor, City of Richmond Heights <a href="#">(Lee Courtney, Alternate)</a>	
Matthew L. Spronz – Director, Office of Capital Projects, City of Cleveland <a href="#">(Richard Switalski, Alternate)</a>	
Robert Stefanik – Mayor, North Royalton <a href="#">(Thomas Jordan, Alternate)</a>	
Michael P. Summers – Mayor, City of Lakewood <a href="#">(Joseph Beno, Alternate)</a>	
Matt Zone, Councilman, City of Cleveland <a href="#">(Anthony Brancatelli, Alternate)</a>	

## **Agenda Item No. 2**

### **PUBLIC COMMENTS**



**Agenda Item No. 3**

**CHAIR/EXECUTIVE DIRECTOR'S REPORT**



## **Agenda Item No. 4**

### **ACTION ITEMS**





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** October 4, 2019

**RE:** Safety Performance Target Setting for CY 2020

#### **ACTION REQUESTED**

The Committee is asked to consider recommending this item to the Executive Committee at its November 2019 meeting. This action updates safety performance targets approved by the Board of Directors (Resolution 2019-022) for the current 2018-2021 Transportation Improvement Program (TIP) and the AIM Forward 2040 Long Range Transportation Plan.

#### **BACKGROUND**

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. It establishes safety performance measure requirements for the purpose of carrying out the State's Highway Safety Improvement Plan (HSIP) and to assess fatalities and serious injuries on all public roads.

The federal Safety PM Final Rule established five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets.

State DOT's are required to adopted targets annually. MPOs are required to establish targets within of 180 days and shall represent the anticipated outcomes for the same calendar year as the State DOT target (23 U.S.C. 134(h)(2)). MPO targets can be established through one of two options:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for a safety performance measure, or
2. Commit to a quantifiable target for a safety performance measure for the metropolitan planning area.

NOACA adopted ODOT's calendar year 2018 target of a 1% reduction for each of the five performance measures consistent with the first option above. For calendar year 2018, NOACA's 1-year performance in each of the 5 performance measures is presented in the table below. It can be seen that fatalities, serious injuries, and non-motorized fatalities all declined versus the previous three years, reversing the prior trend of increasing FSI's since 2014.

Performance Measure	Crash Frequency by Year					
	2018	2017	2016	2015	2014	2013
Fatalities	109	166	155	142	96	95
Serious Injuries	1,021	1,217	1,330	1,307	1,184	1,186
Rate of Fatalities	0.63	0.98	0.91	0.85	0.58	0.57
Rate of Serious Injuries	5.90	7.22	7.81	7.86	7.12	7.15
Non-Motorized Fatalities and Serious Injuries	144	174	160	168	131	144

The safety performance within the five-county region versus 2018 targets (evaluated on a 5-year rolling basis) is summarized as follows:

Performance Measure	Based on Rolling 5-Year Averages			Result
	CY '13-'17 Baseline	CY '14-'18 Targets	CY '14-'18 Actual	
Fatalities	130.8	129.7	133.8	NOT MET
Serious Injuries	1,244.8	1,232.6	1,213.8	MET
Rate of Fatalities	0.775	0.767	0.792	NOT MET
Rate of Serious Injuries	7.400	7.326	7.182	MET
Non-Motorized Fatalities and Serious Injuries	155.4	153.8	157.6	NOT MET

Within the NOACA region, frequency targets for Fatalities and Non-Motorized FSI's were not met, in spite of significant reductions in fatalities and serious injuries in 2018. This is because the targets are established and reported using 5-year rolling averages, not annual crash frequencies, and the frequencies included in the rolling averages for 2018 were greater than the ones replaced from 2013. The rate-based target for fatalities was also not met, largely for the same reason.

ODOT has established a 2% reduction for each of the five performance areas for calendar year 2020, an increase from 1% versus last year. A rate of 2% reflects a more aggressive approach toward reducing crashes that reflects the 2% reductions recommended for emphasis areas in NOACA's SAVE Plan. Staff recommends that NOACA adopt ODOT's target of a 2% reduction for calendar year 2020 to support state targets for safety performance.

**FINANCIAL IMPACT**

There is no financial impact.

**CONCLUSION/NEXT STEPS**

Pending Board approval, the AIM Forward 2040 plan and current FY 2018-2021 TIP will be amended to reflect the 2020 adopted safety targets. Staff will support these targets by working to implement the recommendations and strategies outlined in “SAVE: NOACA’s Regional Safety Action Plan.”

GG/rI/8287c



## **Agenda Item No. 5**

### **PRESENTATION/DISCUSSION ITEMS**





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** October 4, 2019

**RE:** **NOACA's Water Quality Management Plan (208 Plan) Development Impact Policy for Proposed Wastewater Facility Planning Area (FPA) Modification Requests**

#### **ACTION REQUESTED**

No action is requested at this time. This item is for information and discussion only.

#### **BACKGROUND/INFORMATION**

At its January 2019 meeting, the NOACA Policy Committee adopted focus areas. One of those focus areas was to evaluate the potential inclusion of criteria that would address FPA boundary changes requested for the purpose of new housing or commercial development.

NOACA staff presented information to the Policy Committee and Water Quality Subcommittee (WQS) on the current 208 Plan policies that govern FPA modifications. Staff then solicited input from both bodies on what criteria should be considered or added to the 208 Plan to evaluate development impacts of FPA modifications. Their feedback directed staff to create criteria where development impacts should be a consideration in FPA modification requests, but may or may not impact the final decision made by the NOACA Board of Directors. Furthermore, any policy language or criteria included in the 208 Plan will need to be acceptable to Ohio EPA and legally defensible by NOACA.

The current 208 Plan is undergoing a comprehensive update, including policies relevant to staff review of FPA modification requests. To further inform the content of the new 208 Plan, a questionnaire was developed to gather input from wastewater decision makers. The wastewater decision maker questionnaire included the following question about consideration of urban sprawl and development impacts in NOACA's review of FPA modification requests:

***Do you agree or disagree with the following statement? During NOACA staff review of proposed Facility Planning Area (FPA) modifications, staff should examine whether a proposed modification is primarily driven by new development and whether that new development would further expand the development footprint (i.e., increase urban sprawl) in Northeast Ohio.***

Of the 67 respondents that answered the question, 39% somewhat or strongly agreed with the statement, 19% somewhat or strongly disagreed with the statement and 45% were neutral. Twenty-one (21) of the 26 respondents (81%) who somewhat or strongly agreed with the

statement were from DMAs or communities in Cuyahoga and Lorain Counties, the two most populated counties in the NOACA region.

Given the lack of objection, NOACA staff drafted the following FPA modification policy language and criteria:

**Proposed Policy Language:** The NOACA Board may consider regional development impacts if the FPA Boundary modification is primarily for new residential or commercial developments.

**Development Impact Questions/Criteria:**

- Is the modification request primarily for new construction (residential or commercial)?
- Is the modification request area within an U.S. Census Bureau urban area?
- Estimate the number of new homes or structures proposed for construction.
- Estimate the new sanitary sewer infrastructure to be constructed to serve the requested modification area (e.g. linear feet of gravity sewers, linear feet of force main sewers, number of pump stations, etc.).
- Is the proposed sanitary sewer infrastructure expansion part of an asset management plan?
- Is there conveyance and treatment capacity within the existing sewerage system to accept the wastewater flow from the modification request area?
- Estimate the projected capacity impacts to the transportation system resulting from the proposed developments.

NOACA staff recommend the proposed policy language be incorporated into the new 208 Plan Policy 4-2: Modifications to Facility Planning Area Boundaries. The Development Impact Questions/Criteria are recommended to be added to the FPA Modification Request Packet and Guidelines. The Packet and Guidelines outline the information that should be provided by the wastewater DMA for an FPA modification request submitted to NOACA.

The proposed Development Impact Policy language, questions, criteria and staff recommendations were presented for discussion at the September 2019 WQS meeting.

**FINANCIAL IMPACT**

None

**CONCLUSION/NEXT STEPS**

Staff will use the input to further refine the FPA modification policies in the new 208 Plan.

GG/ea/8289c



## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** October 4, 2019

**RE:** **Regional Workforce Accessibility and Mobility**

#### **ACTION REQUESTED**

No action is requested at this time. This item is for information and discussion only.

#### **BACKGROUND/INFORMATION**

As was illustrated to the Policy Committee at several meeting in 2019, there is a vivid mismatch between workers' home and work locations in the NOACA region that results in longer work commutes for many workers and increased traffic congestion and Vehicle Miles Traveled (VMT) in the region.

Staff has continued modeling benefit calculations of shortening work commutes by lessening travel times to work and traffic congestion. Shorter work trip also reduces the VMT in the region and consequently less fuel consumption and greater air quality.

Adjusting living and working locations usually prompts major investments policies and implementation through long term plans and programs. This study however, indicates that some minor improvements could also have noticeable benefits and impacts.

Staff will present the monetized benefits of increasing the number of workers living within 30 minutes or less from their workplace by about one percent of the regional workforce. These benefits will be shown for the major job hubs in the regions and two cases of the total workers and the industry class with highest percent of employment of these job hubs.

#### **FINANCIAL IMPACT**

None

#### **CONCLUSION/NEXT STEPS**

Staff will continue to use Committee input to further develop the workforce accessibility and mobility policy area recommendations. Draft policy recommendations will be presented at future meetings as developed.

GG/am/8288c





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** October 4, 2019

**RE:** Electric Vehicle Charging Station Plan Update

#### **ACTION REQUESTED**

No action is requested at this time. This item is for presentation and discussion only.

#### **BACKGROUND/INFORMATION**

Nationally, the number of Plug-in Electric Vehicles (PEV) is projected to reach 18.7 million in 2030, up from slightly more than 1 million at the end of 2018. Thus, creating a nationwide infrastructure network is critical to support the travel resulting from increasing adoption rates of the new technology. Even more important to NOACA is the impact on our region and the challenge to ensure adequate infrastructure for our communities. As NOACA supports and encourages consumer adoption of PEV's in order to improve air quality in this region, developing a planning study to identify PEV charging station sites for deployment is a priority.

The study documents the current status, and projected growth of PEVs over the next ten years in the NOACA region, and focuses on the implementation of charging stations at workplace and other publically accessible locations, representing both Level 2 and Direct Current Fast Charge (DCFC) station types respectively. The Committee will be updated on the progress of the study at the meeting.

#### **FINANCIAL IMPACT**

None

#### **CONCLUSION/NEXT STEPS**

The Committee will continue to be updated on the Electric Vehicle Charging Station Plan and determine the potential policy implications.

GG/as/ks/8290c



## **Agenda Item No. 6**

### **OLD BUSINESS**



## **Agenda Item No. 7**

### **NEW BUSINESS**



## **Agenda Item No. 8**

**ADJOURN**

